# *Daily Diary Report by Bid Item*

**Contract No.:** **04-0120F4**

**Diary #:** **849** **Const Calendar Day:** 372 **Date:** **11-Jun-2013** **Tuesday**
**Inspector Name:** **Bruce, Matt** **Title:** **Transportation Engineer**
**Inspection Type:** Intermittent
**Shift Hours:** 07:00 am 03:30 pm **Break:** 00:30 **Over Time:**
**Federal ID:**
**Location:**
**Reviewer:** **Wilcox, Jason** **Approved Date:** **Status:** Submit

**04-0120F4**
**04-SF-80-13.2/13.9**
**Self-Anchored**
**Suspension Bridge**

**Weather**

**Temperature** **7 AM** 50 - 60 **12 PM** 60 - 70 **4PM** 60 - 70
**Precipitation** 0.00" **Condition** Partly cloudy

Working Day ☐ If no, explain:

**Diary:** Dispute ☐

**Work description.**

- Continued to review preliminary documents related to the S1/S2 Shear Key retrofit.

- Submitted the survey staking request form to District 4 surveyor Ariel Austria. Also prepared for surveying the white marker lights on top of the T1 tower scheduled for tomorrow.

- Inspected the W2 cap beam and S1/S2 Shear Key retrofit locations to see what work has been accomplished since I have been on vacation the last few weeks. The major items of note that need to be addressed by ABFJV, SDI, and Conco are the following:

1.)Providing access to survey the drilled holes in the E2 cap beam for the S1/S2 Shear Key retrofit.

2.) Ensure that the concrete dust from chipping, bushing, drilling, and cleaning has not disturbed the pre-lubricated steel surfaces of the Bearings and Shear Keys. Prior to taking vacation I had to inform ABFJV engineer Eric Blue to inform the Conco foreman to put a protective barrier between the Upper and lower housings of the S1/S2 Shear keys to prevent dust from getting on the spherical component of lower housing stub. See photo below for more details and additional comments.

It should be noted that Brian Wolcott is tracking the labor, equipment, and work progress of Conco, IPMC, and ABFJV. As of right now Pamela is responsible for all of the rebar work and I will be looking at the PT duct profiles and stressing operations.

It should also be noted that I informed pertinent Caltrans personnel before leaving for vacation to repair the pipe sleeve connection for the Cable tie down HDPE protective pipes at the W2 cap beam. The friction connection has failed due to the daily thermal cycles of the bridge pushing the W2 cap beam west approximately more than 1inch during a sunny day. See photo below for more details.

**Attachment**

# *Daily Diary Report by Bid Item*

**Job Name:** 04-0120F4 **Inspector Name** Bruce, Matt **Diary #:** 849 **Date:** 11-Jun-2013 Tuesday

Harris Salinas ironworkers placing rebar for the E-Line barriers at the W2 cap beam looking south.

The E-Line OBG at the W2 cap beam interface looking east prior to AC epoxy overlay operations.

Conco laborers seen drilling and cleaning rebar dowel holes on the west face of the S1 (W-Line) Shear Key retrofit.

Beveled portions of the S1 Shear Key on the east side of the lower housing. This work is being performed by In Place Machining Company of WI.

Cable tie down HDPE protective pipe where the connection failed and has not yet been fixed since being found in May.

Bottom of the W2 cap beam seen from below looking west after the removal of the suspended working platforms.

Concrete dust seen on the B2 Bearing pin north stub which needs to be cleaned to ensure free movement of the intended lubricated steel surface.

The SAS looking west on the E-Line OBG prior to AC epoxy paving operations.